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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY Poland

REPORT

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SUBJECT Miscellaneous Merchant Marine Information

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REQUIREMENT

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PLACE ACQUIRED

REFERENCES

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25X1 1. [redacted] four underground diesel oil storage tanks located to the north of ul. Okreznej, Gdynia, west of the Paged State Timber Agency. These were built at the time of the German occupation and have a capacity of 10,000 tons each. The exact location of the tanks [redacted] not known [redacted]

2. Ships are filled with oil (see sketch) from the tanks under pressure by a pipe with an interior diameter of 150 mm. Wire-protected rubber hoses from the ships are connected to this pipe by slide valves (zawory zasuwowych) of the same diameter. The theoretical rate of fuelling is 180 tons per hour; however, the valves are continually leaking and the pipes, as well as the valves which are of Polish production, are of very inferior quality [redacted] a ship which took 14 hours to fuel instead of four hours because the rubber interior of the pipe was continually getting stuck together.

25X1 3. [redacted] a cargo of approximately 150 tons of arms in cases which were loaded on to the M.S. MICKIEWICZ. These were stated to be general cargo in the customs declaration, and the cases were labelled "With Care = Glass". The loading was carried out where degaussing apparatus is installed. [redacted]

25X1 4. [redacted]

5. [redacted]

6. The Soviet ship PAMYAT ILJISKA is the former German ship VALE, which was sunk, and in 1950 salvaged by the Polish Ship Salvage Company. She was refitted in the Paris

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Commune shipyard in Gdynia and handed over to the USSR in the middle of 1952. Her speed is approximately 11 - 12 knots.

- 25X1 7. [redacted] the following are the slowest ships of the Polish Merchant Marine:

S.S. STALOWA WOLA normal speed 7 - 8 knots, maximum 10 knots.

S.S. LEWANT normal speed 8 - 9 knots, maximum 11 knots.

S.S. LECHISTAN normal speed 8 - 9 knots, maximum 11 knots.

S.S. MIKOLAJ REJ normal speed 9 - 10 knots, maximum 11 knots.

8. The BEM and the WARSZAWA, being equipped with deep tanks for fuel, are able to accomplish the trip from Poland to China and back without refuelling en route. Filled to capacity, the BEM's tanks could take 1,800 tons of fuel. Those of the WARSZAWA, even more. It would be necessary to reduce the cargo by about 900 - 1,000 tons in order for them to carry their fuel capacity.

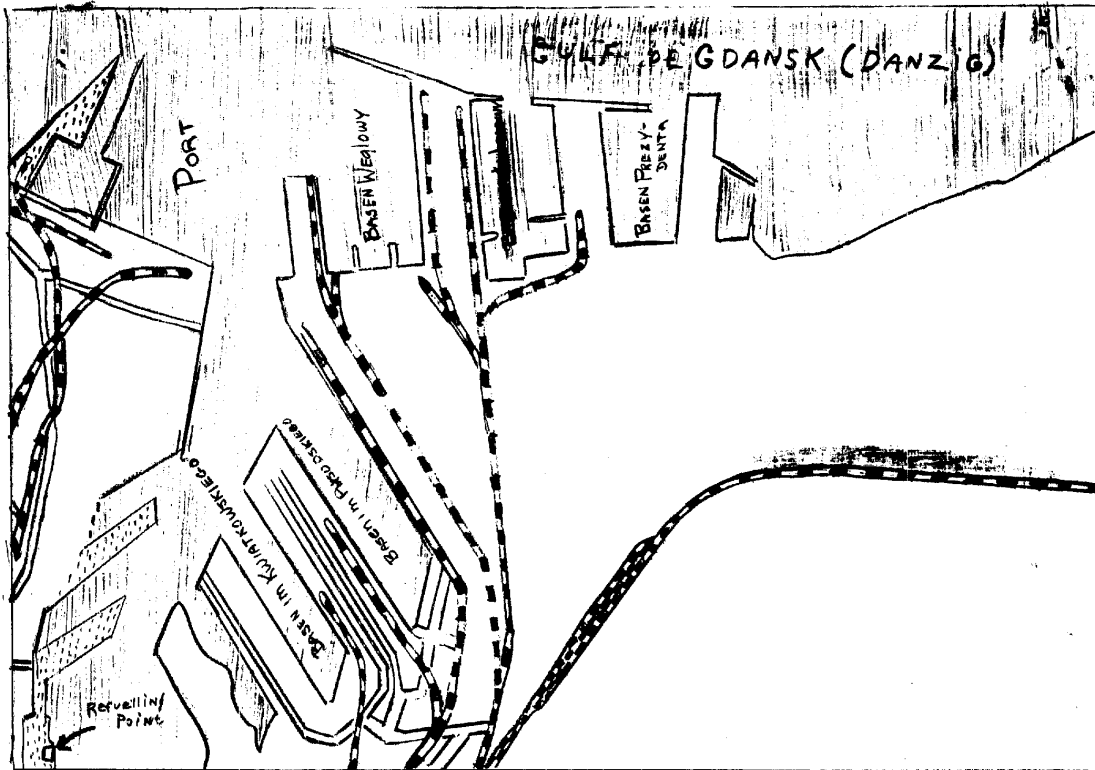
9. [redacted]

- 25X1 10. The heavy 120-ton lift boom on the forward mast of the KOSCIUSZKO is not used at present. It is classified by the Technical Inspector as **having** a lifting capacity of 120 tons, and is ready for immediate use. The KOSCIUSZKO was constructed by the Germans to carry locomotives.

11. The M.S. BEM has a crane on deck of 60 ton capacity. The Technical Inspector **classifies it at present as of only 30 tons capacity.**

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